THE SITUATION GROWING CLEARER.

AN OPTIMISTIC TEMPER AMONG BROKERS-

THE "GOLD SCARE" HAS SUBSIDED. The speculative situation in Wall Street begins see light. Hovements are now on foot that may result in important developments. The stock market reflected this in the sharp rally on the short interest which was a feature of the late dealings. The market opened weak, and there were some sharp declines, but before the close of business hours the bears were tumbling over one another in the effort to get back tock which they had sold. While there were no ortant advances in prices, the temper of the

yesterday than it has been in several days The money market ruled at uncomfortably stiff tes, the general range being 6 to 10 per cent on the But bank officers were inclined to believe recent stringency was relaxing. situation in this regard is not conceded to be clear, however, and while there has been a cessation of and for cash upon the New-York banks from country correspondents to a decided extent still a moderate movement of money to the interior. Some anxiety is felt with respect to the shifting of loans incident to settlements on April 1, but the recent liquidation of indebtedness has made bankers feel more easiness of mind with respect usual settlements on that date. There is a fear, however, that any material weakening in the market might be followed by a renewal of gold exports. The Tribune announced some days ago that arrangements had been made by the Austrian Government for a further supply of American gold to carry out the plans of the dual monarchy or the resumption of gold payments. It is understood on good authority that at the first favorable rtunity afforded by the condition of the American money markets, steps will be taken by which exported for the Vienna Treasury. Contracts were made for the shipment of \$5,000,000 by April 1, and the amount yet to be sent abroad in order to carry out the contract is an undetermined quantity in the problem of the foreign exchange is an increased movement of gold into the National Treasury, which is welcome. There was \$250,000 gold turned into the Sub-Treasury Yesterday by two banks, \$100,000 being in exchange for corency to be sent West and the remainder being exchanged in the ordinary course of business.

gold scare" has completely subsided.

The outside news of the day was somewhat as regards its influence upon speculation There was a sharp advance in Northern Pacific pre erred, and the demand to borrow the stock ran the loaning rate up to 1-32 per cent. The company's books close to morrow at 3 o'clock for the meeting of stockholders to be held on April 20 to consider the proposition for the sale of the stock of the St. Paul and Northern Pacific Railroad held in the Northern Pacific treasury to the stockholders of the Northern Pacific. The object of the sale is to provide for a refunding of the doating debt, and the offer to the stockholders has been underwritten by Speyer & When the proposed transaction was first at ed, the investigating committee of the stockholders, composed of Henry Clews, Brayton Ives and Jay Cooke, jr., of Philadelphia, denounced it as a ghter of assets that was in line with the policy of the Northern Pacific management that the com-mittee had scathingly rebuked. The committee's report was a severe blow to the market value of the company's securities, because it placed in official form the charges of mismanagement that had previously mentioned in private or among Wall Street gossips. But since the issue of the report it is said that the revolt against the dominating influence of the chairman of the board, Henry Villard, has been Villard is now in Asheville, N. is taking a rest. His resignation from the Northern Pacific is by no means assured. It is not to be concealed that there is strong opposition of Important stockholders in the Northern Pacific to Mr. Villard. The question of a refunding of the floating the vital topic of discussion among the ditors and investors. made to bring capitalists into a plan for a compr ive scheme of anancing that would put the credit of the Northern Pacific above repreach. Obstacles have been met in different directions which have ated the conviction that a change in management would facilitate the restoration of confidence. It is probable that the question of the disposition of the St Paul and Northern Railroad stock may resolve itself into a contest for the control of the Northern Pacific

favorable influence in connection milwy matters was the evidence of the awakening of interest on the part of the security-holders of the adelphia and Reading shown by the committee of the general mortgage bondholders of that company ting of the committee was held at the Merantile Trust Company's offices yesterday, J. Edward Simmons, President of the Fourth National Bank, The committee took no decided action, but it received assurances that the London bond-Tribune yesterday printed the demands which had been submitted by the counsel of the committee to the Pennsylvania Company for the Insurance of Lives and the Granting of Annuities, which is the trustee under the consolidated general 4 per cent mortgage. The counsel of the Pennsylvania Company assured the bondholders' counsel that the trustee would see that no "snap" action was taken in regard to the issue of receivers' certificates or anything else that would imperit the rights of the mortgage bondholders. The other demands of the committee would receive due consideration. John R. Dos Passos, counsel with Charles B. McMichael for the Receiver of the committee of the counsel with Charles B. McMichael for the Receiver of the counsel with Charles B. McMichael for the Reading general mortgage bondholders, salú yesterday hat the answer of the trustee's counsel was satis factory so far as it went, but that every effort would be made to guard the interests of the bondholders. demand made upon the trustees for the securing of 10 cents a ton on coal sold by the Reading as a sinking fund against the general 4 per cent mortgage is not based upon any mortgage clause. But it is said that when these mortgage bonds were negotiated the Reading's president. Austin Corbin, gave a piedge that this sinking fund pryvision would be made. The piedge is said to have been disregarded under President McLeod's management of Reading. The New-York and London bondholders are willing to wait a reasonable time for action by the trastector their protection, but it is considered probable that Independent steps to remove Mr. McLeod as receiver of the Reading may have to be taken.

The news from Hartford, Conn., yesterday of an attachment upon the property of the New-York and New-England tond is not admitted here to be any part of plans to secure the removal of Mr. McLeod as a receiver of the Reading. At the office of Stickney, Conyngham & Co., in this city, it was said that the attachment secured by the firm was no part of the attachment secured by the firm was no part of any fight between the Pennsylvania and Reading roads, despite the fact that the firm handles the Pennsylvania's coal. The firm had been supplying the New-England road with coal for several years. It was owed \$100,000 on coal, sold on thirly days' time, and when the money was overdue the firm wanted it. of 10 cents a ton on coal sold by the Reading as

CRIPPLED BY THE ATTACHMENT.

Hartford, March 16.—Counsel for Stickney, Conyng-ham & Co. have been in consultation here to-day with counsel for the New-England Railroad. A basis of settlement has been reached, and as soon as the money due the plaintiff firm, \$42,237 57, could be tele-graphed from Boston, all the attached rolling-stock was released. President McLeod, of the road, has not been here to-day, but has been in constant tele-graphic communication. The road was crimpled by graphic communication. The road was crippled by

Boston, March 16.—Louts D. Brandels, counsel for N. F. Goldsmith & Co. in the suits against the New-York and New-England Railroad, said to-day of the Hartford attachment: "I know nothing whatever about this suit or that any suit was contemplated. By first information about it was from a newspaper man. I learned last fall, through outside parties, not from Mr. Goldsmith, that the railroad had a large coal bill on its hands, but that was all. I am morally certain that Mr. Goldsmith has nothing whatever to coal bill on its hands, but that was all. I am morany certain that Mr. Goldsmith has nothing whatever to do with yesterday's netion. I was with him as late as 5 o'clock on Monday aftermon, and if he had known that such a suit was to be brought, I am sure that he would have said something to me about it."

Air, Brandels said that perhaps Mr. McLeod inferred that Mr. Goldsmith had some connection with the attachment from the fact that the lawyers in lightford.

who appeared in the matter were the same ones whom the appeared in the matter were the same ones whom the Brandels employed in prosecuting several cases where an overfssue of bonds was charged. He introduced that the action may have been due to the outcome of the annual meeting.

An official of the New-York and New-England road mays that the report that the directors have appointed a committee to confer with the New-York, New-Harva and Harford directors is absolutely without any basis in fact.

MAYOR MATTHEWS'S PLAN OF RAPID TRANSIT Boston, March 16.—Mayor Matthews to-day ap-pared before the Legislative Committee on Rapid randt and outlined his scheme for an elevated rail-ed for Boston. His plan is modelled after that of

SEEING LIGHT IN WALL-ST. depots to the southern suburbs, built mainly on private property and involving considerable sirect widening. The estimated cost is \$11.681,250.

JUDGE DALLAS WILL GIVE DUE NOTICE.

Philadelphia, March 16 .- Samuel S. Hollingsworth, epresenting the Pennsylvania Company for Insurance n Lives and Granting Annuities, came into the United States Court to-day and stated to Judge Dallas that his object it coming into court was not to make any application in regard to the demands made on the company by the New-York bondholders Reading Railread, but he was there to ask that the court should not do anything in any application that might be made in the matter without first giving notice to the Pennsylvania Company for Insurance on Lives and Granting Annuities.

Judge Dellas said that that would most likely suggested itself to the Court. He thanked Mr. Hol-lingsworth, however, for calling attention to it.

PENNSYLVANIA'S DIVIDEND DECLARED

Philadelphia, March 16.-The Board of Directors o the Pennsylvania Company met at the general office of the Pennsylvania Rallroad Company this morning and declared a dividend of 4 per cent out of the public earned in 1892. Charles E. Pugh was elected to succeeded the late J. N. Du harry as a member of the

The directors of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company also met at the same place and declared the regular semi-annual dividend of 2 per cent on the preferred stock, payable Apri 17 to stockholders registered April 15.

Columbus, Ohlo, March 16 .- Mills W. Barse, Frank Barnaby and J. A. Horsey, of New-York; N. S. Mon-sarrat and J. S. Morton, of Columbus, Ohio; George Saul, of Springfield, Obio, and Henry Moorehead, of Cincinnati, were elected directors of the Cleveland Arkron and Columbus Rallroad to-day. Horsey rep resents the Holland syndicate. He and Mon arm the present general manager, were the only old directors retained. Barse, Barnaby and Saul being Chio Southern Kallroad men, the inference here is that the reported joint operation of these two roads is about to be verified.

CHICAGO AND NORTHERN PACIFIC ELECTION. Chicago, March 16.—The annual meeting of the Chicago and Northern Pacific road was held to-day, and nothing was done beyond the election of the officers and directors. The entire staff was re-elected, as follows: President, D. S. Wegg; first vice-president, J. B. Williams; second vice-president, J. L. High; secretary, H. S. Boatell; treasurer, G. S. Baxter. No change was made in the board of directors, D. S. Wegg and J. B. Williams, the retiring directors, being elected to succeed themselves.

EXCESSIVE DAMAGES SET ASIDE.

Springfield, Mass., March 16.-Judge Maynard has ent down a decision setting aside the verdict of \$19,000 given to Frank H. Smith, of Smith's Ferry, against the Connecticut River road, on the ground that the damages were excessive. Smith lost a leg and sued for \$50,000.

SALE OF A STREET RAILWAY SYSTEM. Indianapolis, March 16.-The street rollway property of this city yesterday passed into the hands Eastern syndicate headed by Murray Verner, of Pittsburg. It is said that the Chicago owners have got rid of the property at a handsome profit.

HAS WITHDRAWN ITS TICKETS. Chicago, March 16 .- The Chicago, Burlington and

Northern has voluntarily withdrawn its tickets from the office in the Hotel West in Minneapolis. None of the other roads of the Western Passenger Associa tion had placed their tickets on sale at this office, and this move is looked upon by Western passenger agents as an eminently satisfactory occurrence, as now all the Western roads are ignoring the "Soo" line and all its doings.

St. Paul, March 16 (Special).-General Manager C. H.

to-day. Since Assistant President McNeal was sent to lowa from New-York by Russell Sage, president of the owa Central, last fall, many official heads in subordinate departments of the Central have fallen into the basket, and the end is not yet.

UNEASINESS IN THE WOOL TRADE.

PAILURES ALLEGED TO BE DUE TO SPECULATION IN READING.

Boston, March 16 (Special),-The only featur the wool trade of the last week has been the failure that have occurred in Philadelphia, involving as the do, several leading Boston wool firms, who are credi tors in various amounts ranging, it is said, from \$1,800 up to \$50,000. There were various rumor affoat to-day in regard to these failures, and wha fully. It was stated that the trouble of Stitt & Co. were due to influences outside of their legitimate losses, running over a period of ten years, in which time, it is stated, the Camden Mills, of which the Philadelphia firms were the owners and selling agents, have not made any money. Whatever the cause, the troubles come unexpectedly and in a bad time. If the wool market is not seriously affected.

to-day. wool is such a good one that the disturbance, if felt at all here, can but temporarily be felt. The firms interested here are perfectly able to stand the loss, and financially the wool trade of this city was never in better condition. But with the tight money market and increased insurance rates, the lesses tained will largely counteract the benefits Gerived from the improved prices obtained here for wool

since the beginning of the year.

Should it be found that outside speculation in Read ng or other securities has been the cause of the failures, wool dealers here will be more cautious in trading with manufacturers.

HER CLOTHES BURNED FROM HER BODY.

set fire to her dress by accident yesterday in the kitchen of her home, at No. 2,398 Eighth-ave. One of her neighbors, Mrs. Maurice, was III, and Mrs. Gunter had been nursing her. Shortly before 1 p. m. she began to warm some turpentine on the stove in her room. The turpentine suddenly blazed up and set fire to the woman's dress. She ran into the yard, acreaming for help. Some of the other inmates of the house tried to aid her, but her clothes were huved off and her hely was hursel from head were burned off and her body was burned from head to foot. An ambulance, which was called, carried she probably would die from her burns, and a priest was called to her side.

A WRETCHED LIE SPREAD ABROAD.

Louisville, Ky., March 16.—A wretched "fake" wa scattered broadcast from here through special cor respondents last evening. An excited reporter on an afternoon newspaper was "worked" by telephone just as his paper went to press, on a stary that eight dead bodies had been found in barrels at the freight depot of the Louisville and Nashville Railroad. The only truth in the matter was that a box containing a skeleton belonging to a doctor broke open while being shipped.

TWO DEATHS CAUSED BY ELECTRIC CARS.

Mrs. William Shea, of No. 10 Ramapo-ave., Paterson, N. J., who was run over by an electric car of the Paterson Railway Company, in Main-st., Wednesday evening, having both her legs crushed, died late that night in the hospital, where a few hours before David Campbell, jr., of Passile, had died as the result of a similar accident in the same street. The killing of two persons by electric cars within twenty-four hours has aroused public indignation, and there is much taik about the high speed at which the cars are run through the crowded business streets and the neglect to slacken speed when approaching corners. Mrs. Shea had just alighted from a car at Mary-st., and passing behind it, was crossing the other track when a car bound in the opposite direction, which had been hidden from her view by the first one, come along at a high speed and ran over her. County Physician Johnson has ordered au inquest in both cases. Physician Johnson has ordered an inquest in both cases

Charles E. Shirley, forty-two years old, a porter employed in the wholesale fur house at No. 75 Mercer-st., was remanded in the Jefferson Market Police Court yesterday morning, charged with systematically robbing the cencern. In the last six Months valuable scalskin forshave been quietly missed. At last the firm called in the assistance of Detectives Clarke and Brown, of the Prince-st. station, and yesterday they arrested Shirley at the store in the act of taking a scalakin valued at \$45. The detectives have traced other skins atolen and sold by the min. It is each that his thefts amount to several thousand dollars. Shirley has a wife and family and lives at No. 2,009 Eighth-ave.

RAPID TRANSIT PROBLEMS.

HEARING BY THE ASSEMBLY COMMITTEE ON CITIES.

RICHARD V. HARNETT ON BEHALF OF THE REAL ESTATE EXCHANGE PRAISES THE ELLISON BILL AND MR. FARQUHAR ADVO-CATES HIS OWN MEASURE.

[BY TELEGRAPH TO THE TRIBUNE.] Albany, March 16.-The authorities of New-York at last are stirring in the matter of rapid transit in that city, and seem inclined to express their senti-ments concerning the bills amending the Rapid Transit act which are now before the Legislature. To-day, at least, one of the leaders of Tammany Hall, Mayor Gilroy, gave a sign that he is observing the rapid transit situation, and may personally take part in an attempt to solve the problem. He telegraphed to Mr. Webster, the chairman of the Committee on Cities of the Assembly, that the city authorities would like be heard upon the Rapid Transit bills introduced by Assemblymen Farquhar and Ellison. But Mayor Gilroy specifies that he or his representative wishes to be heard on the bills next Thursday, March 23. Thi is a pretty distant date, in view of the circumstance hat the life of the Legislature is rapidly drawing to a close, and every day is precious in those who hope that by legislation the rapid transit situation in New-York City may be bettered. Mr. Gilroy postpones his appearance at Albany so long that some people suspect he actually desires that no bill shall be passed in relation to rapid transit. But perhaps if Mr. Gifroy can see any posit for Tammany Hall in a bill regarding rapid transit he will favor E. The Assembly Committee on Cities did not act upon the Farqubar or Edlson bills therefore, in acrdance with Mr. Gilroy's request.

When the Assembly Committee on Cities met this afternoon there was present a committee of the Real Estate Exchange to speak in behalf of semblyman Ellison's bill. This committee had as its members Richard V. Harnett, J. Hamilton Hunt, L. J. Callanan, J. E. Darling and F. R. Houghton Assemblyman Ellison introduced Mr. Harnett, who

said in part:

The bill which has been introduced by Mr. Ellisson amends the existing Rapid Transit act by adding thereto certain sections intended to supplement the powers which the Board of Rapid Transit Commissioners in the city of New York possess. The provisions of the bill are simple. It recognizes the fact that manicipal construction of an internural road is a new departure and should not be undertaken unless a majority of the people clearly favor it. For that end the bill provides that if the Rapid Transit Commissioners shall fail a second time to sell the franchise which they have created it shall be their duty to cause the question whether there shall be municipal construction or not to be submitted to the vote of the people. If upon such vote it shall appear that there is a preponderance in favor of municipal construction, the Rapid Transit Cormissioners are required to advertise for proposals for the construction and operation of the road. The expense of construction is to be borne by the city, which is authorized to issue 3 per cent bonds to meet this charze. The contractor is required to pay to the city as rentain annual sum which shall be equal to 5 per cent upon the entire cost of construction. It has been exampled that the end of thirty-five years, be sufficient to pey not only the interest on the bonds, but also the practical, so that at the end of that time the city would be absolute owner of the road.

Careful provisions are made for a proper supervision over the running of the road by the local antherities, thus preventing any shase of power on the part of the operating corporation at the expense of the public convenience.

There should not be any hesitation on the part of the together. The principle of home rule is involved in this as well as in all other matters of local concern. The care with which the bill has been prepared renders it necessary for the members of the Legislature to consider only whether they are willing to coaler power upon the tity of New York to provide for the coastr

Assemblyman Farquhar addressed the comm upon it seen, and if they could not report it favora The committee, in executive session, did not grant Mr. Farquiar's request, deciding to retain all the Rapid Transit bills in their pessession until Mayor Gilroy or his representative has been heard upon them.

SAMUEL SPENCER'S PLAN FAVORED.

MR. STEINWAY THINKS THAT IT WILL BE ADOPTED IN SUBSTANCE. Another step toward rapid transit is likely to be

taken within a few days by the Rapid Transit Com-mission. It will probably be the acceptance of Com-missioner Samuel Spencer's resolutions, in a slightly modified form. This was made clear yesterday He was seen at his home, No. 26 Gramercy Park, in the afternoon by a Tribune reporter, who found him propped up in an easy-chair. spirits. When asked if he had anything to add to

"My position has been misunderstood with regard to the action taken by the Commission at my house until he read his resolutions to us. When Mr. Starin elevated road, I told him I could never consent to it Both Mr. Spencer and Mr. Starin were anxious that a vote should be taken on their resolutions, but I said to them that they would better table the resolutions. I was not prepared to vote on Mr. Spencer's resolutions. They had impressed me very favorably and I wanted time to consider them; so the resolutions were tabled. I listened to Mr. Spencer's remains the convert of his resolutions with great in marks in support of his resolutions with great interest. His arguments, as I said yesterday, seemed to me to be almost unanswerable. His resolutions showed that he had studied the subject carefully, and they were skilfully and shrewdly planned. Mr. Spencer is a great railroad man, and knows mor than any of the other Commissioners about railroads. His plan appears to me to be the best. It certainly would meet the present requirements for rapid transit more quickly and practicably than any other plan It will also give to the people of Washington Heights what they have been seeking. The people are unalterably opposed to the use of upper Broadway and the lower Boulevard for an elevated railroad. Mr. Spencer recognizes this, and in his plan has avoided proposing any such trespass. The resolution can be taken from the table at any time by a majority vote

"When is such action likely to be taken?" was

Commission the resolutions will be taken from the table and discussed, and that some definite action will follow. I am in favor of Mr. Starin's pian so far as it provides for running through Tenthave, instead of through the upper Boulevard as provided in Mr. Spencer's plan. In all other respects I am opposed to Mr. Starin's plan and in favor of Mr. Spencer's." "Does this mean that Mr. Spencer's plan in sub-stance is likely to be accepted?"

"Yes, I believe so. Of course we shall all probably make a few concessions, but I believe that Mr. Spencer's plan in substance will be adopted. It will not interfere with our magnificent plans for an underground road. And I want to say that I believe that if the work on the plans for the underground road had been begun three years earlier, thus escaping the effect of Baring Brothers' fallure, we should have had many splendid offers for it."

"Will another meeting of the Commission be held here in your house to take action on the resolutions?" "If I am not well enough to leave the house, as does not seem likely, the Commissioners will probably meet me here in three or four days. Then we shall take action on the resolutions, and, I hope, have

Mr. Spencer's plan, which seems likely to be adopted in substance by the Commission, provides;
First, an extension from the Ninth-ave structure at or near One hundred-and-eighth or One-hundred-andninth st., through one of these cross-streets, to or near the Boulevard or Eleventh-ave., thence along to Tenth-ave., and thence to Fort George. Second, a branch line from Battery Place, along

Second, a branch line from Battery Place, along West-st., to Christopher-st., to Waverley Place, and thence to Sixth-ave. The construction of the line to Fort George shall be subject to the right of any componing future organized by the Commission to construct the underground rallroad planned by the Commission under the Boulevard between One-hundred-and-eighth-st. and One-hundred and thirty-eventh-st. The structure must be built so as to permit the running of trains thirty-five miles an hour and must be completed in three years. A continuous train service must be performed between the northern limits of the city and South Ferry. The maximum fare between two points on Manhattan Island shall be five cents, and between any two points within the city limits, ten cents.

limits, ten cents.

The next meeting at Mr. Steinway's house will probably be held on Tuesday. In the meantime the calestate dealers are doing all they can to insure the success of their scheme for rapid transit. Several members of the Legislation Committee of the Real-

the passage of the rapid transit bill introduced by Assemblyman Ellison. Assemblyman Ellison.

Another meeting of the Rapid Transit Commission will be held this afternoon to fix the compensation to be paid to the city by the Manhattan Company if his should accept the privileges offered to it by the Commission of Schwidter. should accept the privileges mission on Saturday.

SIX NEW TAX BILLS.

FEATURES OF MEASURES PREPARED BY THE JOINT COMMITTEE ON TAXATION. Albany, March 16 (Special) .- A final meeting of the Special Committee on Taxation, consisting of three members of the Senate and five members of the As-sembly, has been called for 10:30 o'clock to-morrow noming to consider the bills to be introduced from this committee in either branch of the Legislature It was learned to-night that a majority of the mem bers of the joint investigating committee, which has had nearly a year to study this subject, has decided upon six bills that in all probability will be in ro-

duced to-morrow.

One of the bills provides for the taxation of mortgages. It was determined that all mortgages above \$100 in value should be taxed for State purposes alone at the rate of one-half of 1 per cent. and that no exemption should be made Another bill which the Joint Committee will present will tax the market value of the stock of cor-porations for State purposes only. The rate of taxation has not yet been agreed upon, but in all probability it will be fixed at the meeting.

The third bill amends the law in relation to the taxation of collateral inheritances. A sliding scale somewhat similar to that proposed some time ago by the Controller of the State has been adopted. taxes all collateral inheritances under \$100,000 onehalf of 1 per cent; from \$100,000 to \$200,000, 1 per cent; from \$200,000 to \$500,000, 2 per cent, and all above \$500,000, 2 1-2 per cent. This is on personal property only. Real estate transfers are to be taxed at similar rates for like amounts above \$500,000.

ized under the laws, of other States shall pay a tax on the amount of besiness done in this State similar to that puld by corporations organized under the laws of this State. One jot the other bills abulishes im-prisonment for debt caused by the refusal to pay taxes on personal property.

All these bills provide only for the collection of taxes for the expenses of the State Government, and do not interfere with the collection of taxes for local

BILLS BEFORE THE ASSEMBLYMEN. TO PURCHASE ADIRONDACK LANDS-A DIVISION

ON THE "TRAMP" QUESTION. Albany, March 16 (Special) .- The Democrats in the Assembly refused to adjourn over to morrow in honor of St. Patrick's Day. The senate passed a concurrent resolution providing for the adjournment, but the majority in the House voied it down, much to the disgust of some of the members on that side.

been brought before the Legislature. It makes an appropriation of \$500,000 to purchase 200,000 acres I land within the lines of Adirondack Park. Governor Flower's policy in relation to the Adirondack Park is a waiting one and one that in the end is likely to cost the State many hundred thousands of dollars more than it will should the State now take these lands by condemnation proceedings. worth thinks that it is a poor policy to walt until timber lands have increased far beyond their present value before the State should begin to make chases. He thinks that when the land within the park can be secured at a reasonable price the pur chase ought to be made. For these reasons he intro

During the report of the committees this morning Mr. Fish announced that next week he would move to discharge the Committee on Codes from further consideration of the bill providing for the dehoraling of victous cattle. He said that fifty members of the farmers who have to handle vicious cattle. say that new appliances have been secured making the operation of deherming practically painless. Railroad Committee reported the bill introduced by Mr. Diven, of Chemung, making an appre eristion of \$35,000 to construct a branch railroad to connect the Elmira Reformatory with railroads through the county. The bill will save the State

There was a strange division in the Assembly this erning. Two parties were formed, one of which got be called the "Anti-Tramp" party, and the other the "Tramp" party. The division came over a bill that was introduced by Mr. McCormick, providing that in cases where men are arrested as trampthey shall be tried by a judge and not by a jury. Haley, of Oneida, who makes pretensions st workingman, but Mr. Alaswort as being a tramp. Mr. Ryder, of Westchester, said Wine out the whole protective tariff

"Do you know," replied Mr. Ainsworth, "that is Great Britain, where there is absolute free trade, statistics show that there are ten tramps to one it

Mr. Ryder did not know, but he tried to the hole that he dag for inhoself by saying that it was on account of the larger population. The motion to kill the bill was defeated.

There was an amusing row between Mr. Quigley and Colonel Webster over a bill introduced by Senator McCarren in the senate. It provides for a cierk is Brooklyn to take charge of the collateral inheritance tax collections. Colonel Webster opposed it on the ground that not enough money was collected in Brooklyn under this law to entitle it to have a special clerk. It was said that one of the real grounds for the opposition to the bill was the enmity of Governor Flower to the Kings County members for opposing the Fire thank purchase bill. The Republicans voted the Fire Island parchase bill. The Republicans voted with Mr. Quigley and passed the bill.

The bill allowing Corporation Counsel Clark, of New-York, to appoint an attorney who should have charge of the legal work in the Twenty third and Twenty-fourth wards in connection with street opening and improvements passed this morning after an amendment had been made to it allowing the Corporation Counsel to dismiss as well as to appoint this attorney.

BUSINESS IN THE STATE SENATE. THE ANNUAL APPROPRIATIONS - BILLS RE PORTED AND PASSED.

Albany, March 16.—In the Senate to-day Senato Cantor reported from the Finance Committee the named Appropriation bill, and at his request R was made a special order for Tuesday next. The committee about \$9,300,000. The principal changes are the fol-lowing additions: For St. Joseph's Asylum in West-chester, \$8,500; for Normal schools, \$5,000; for the Hudson River Hospital, \$25,000; for the Dairy Commission, \$5,000; for printing the session laws, \$25,000; for the Elmira Reformatory, \$25,000; for the Insurance Department, \$15,000, and for the expenses of the State Mine Inspector, \$4,000. These reductions were made: From the Western House of Refuge appropriation, \$30,000, and from that for the Niagara Reservation, \$5,000.

The Finance Committee also reported Senator Parker's bill placing a 5 per cent tax on the receipts of racing associations for admissions to any grand stand or inclosure, and providing that free admission shall be reckoned in as so much cash with the cash admission receipts.

From the Committee on Public Education Senator Smith's bill, allowing Hartwick Theological Seminary to grant honorary degrees, and Senator McClelland's allowing women to be members of Beards of Educa tion, were reported.

Among the bills passed was Senator Plunkitt's, authorizing an appropriation of \$70,000 for the New-York Metropolitan Museum of Art and allowing art students free admission daily. When the bill came up Senator Hunter moved to strike out the clause which provides that the Museum shall be open on Sunday afternoon. He thought that it was his duty to make this motion, as he regarded the infringement of the Sabbath as dangerous to the State. His motion got only four votes, and was defeated.

Other bills passed were Mr. Sullivan's, incorporating

the New-York Mail and Newspaper Transportation Company; Senator Parsons's, exempting Y. M. C. Associations throughout the State from taxation; and Mr. Butts's, authorizing the appropriation of #200, OOO for parks in the Twenty-third and Twenty-fourth Wards, New-York City.

The Governor sent in the names of the members

of the State Board of Mediation and Arbitration who were recently confirmed by the Senate for a second confirmation made necessary by the fact that their

The following nominations were also received and referred:
To be trustees of the Middletown State Rospital, Cornellus McArdell, of Middletown; J. C. Graham, of Newburg; H. L. Slote, of New-York, and John McE. Wetmore, of New-York, Robert H. Rogers, of Plattsburg, nominated yesterday to be Mine Inspector, was confirmed.

DOCTORS PROTEST IN VAIN.

EFFORTS OF THE ACADEMY OF MEDICINE DEFEATED.

THE SENATE CITIES COMMITTEE REJECTS THE AMENDED CROTON WATERSHED BILL AND WILL REPORT THE ORIGINAL

MEASURE FAVORABLY. Albany, March 16.-The Senate Committee on Cities listened to a protest this afternoon from the Academy of Medicine of New-York against the passage of the bill introduced by Mr. Webster recently, and already passed by the Assembly, to prevent the pollution of the water supply of the city. In brief this bill auhorizes the City of New-York to expend \$590,000 yearly for three years to come in Westchester, Put-

nam and Dutchess countles in the purchase of land o protect the Croton from contamination. The Academy of Medicine was represented by Drs. William H. Thomson, E. G. Janeway, A. Jacobi, H. D. Chapin, J. West Roosevelt and T. M. Cheesman. These physicians said that their attitude was not one of hos tility to the bill, but rather of insisting that the bill did not go far enough. Besides providing for the purchase of lands it ought to provide that sanitary engineers should be employed for work in the Croton Valley. They proposed that a Croton Water Commisappointed, and submitted a bill having the following interesting provisions in its first section: The Commissioner of Public Works of the City of New

York and the Commissioner of Health of the City of New-York, who is a physiciae, and a member of the State Board of Health, to be appointed by the Governor upon the recommendation of the said Board of Health and two officers to be called Croten Water Commissioners one of whom shall be a citizen of New-York, residing is and the other a civil engineer, skilled in sanitary science to be appointed by the Governor upon the tecommendation the American Society of Civil Engineers of the City of New-York, are hereby constituted and appointed a board to be known as the Croton Water Commission. The Croton Water Commissioners shall be subject to removal by the Governor on the recommendation of the Senate, and shall, unless sooner removed; respectively hold their offices for six years, and until their successors shall be respectively appointed and have qualified. The Commissioner of Public Works of the City of New-York shall be president of the board. The Croton Water Commissioners o be appointed by the Governor upon the recommendation of Public Works of the City of New-York shall be president of the boar!. The Croton Water Commissioners shall, from and after their entrence upon their duties, receive an annual salary of \$3,000, and such salarles shall be in full for all services rendered by them under the previsions of this act in any capacity whatever. It shall be the duty of said Commission and it is hereby empowered and directed to employ a civil engineer, qualified in sunitary science, to be known as the Croton Water Engineer, and to cause to be prepared by him forthwith, under their direction, and to fix and determine upon and from time direction, and to fix and determine upon and from time to time, as necessity or occasion may arise therefor, to one of the most important bills that has this year been brought before the Legislature. It makes an appropriation of \$500,000 to purchase 200,000 acres supply of the city of New-York situate in the counties of Westchester, Putnam and Dutchess, and for the abate ment and removal of the causes of any such pollution of defilement and for the safe and proper disposal of all sewage and other matter which may tend to pollute of

> Assistant Corporation Counsel Blandy attacked the proposed bill as providing a "cumb rsome commission," whose members would not attend to their duties.

> Dr. Thomson in reply said that it was mod upon similar commissions of London, Paris and Berlin. He then stated, and his testimony was corroborated by the other physicians, that the Croton water is impure and is frequently contaminated with sewage. Dr. Jacobi stated that in his opinion typhoid fever was apread in New-York through the Croton water, and constitutions were enfeebled by its badness. All and constitutions were enfecibled by its badness. All
> the physicians appealed to the committee to amend
> the bill so us to provide for the appointment of sanitary engineers, and they expressed the opinion that
> the city was in danger from postilence the coming
> summer uniess scientific men were employed in guarding the water sapply from pollution.
> Onief Engineer Isirdsail, of the Croton Aqueduct,
> said that the Depurtment of Public Works was energetically at work to prevent pollution of the water
> snoply, and as for sanitary engineers, it could obtain
> all it needed from the State Board of Health.
> The committee then by a unantmous vote rejected
> the bill of the Academy of Medicine and voted to
> report favorably Mr. Webster's bill just as it came from
> the Assembly.

CEORGE H. BUSH TO BE SEATED.

TO GET A PLACE IN THE ASSEMBLY DESPITE THE VERDICT OF THE PEOPLE AND THE COURTS. Albany, March 16 (Special),--It was learned to

night that the Democrats in the Assembly had de-termined to seat George R. Bush, last year's Democratic leader in that body, who was defeated at the polls last November in the Ild District of Ulster County by his Republican opponent, James Louns bury. Bush took his case to the courts, and the Democratic judges before whom he appeared decided against him on every point. His last hope was that a partisan and reckless majority in the Assembly would do what the people of his district and the courts would not do-give him a seat in the As

Bush has been whining at the feet of the Demo man who was legally elected to the place. He could not see the justice of refusing a place to him in the Assembly when he, with the rest of the Democrats of the Sinte, stood by in the fall of 1891 and saw the sents of three Senntors stolen.

Each began his contest at the opening of the ses-sion, and he employed J. Newton Fiero, of Albany, and as the days of the session grew into weeks and months there seemed to be no chance of Bush's getting the sent which would entitle him to from \$300 to \$400 salary, as well as counsel fees, amounting to about \$2,000 more. Not that his case is a just one or that the members of the majority would like to seat him (for he was the most unpopular of leaders, except perhaps the present occupant of that place), nor because he cannot afford to pay his own counsel fees is the outrage to be perpetrated. The better clement among the Democrats in the Assembly may try to prevent it, but the bosses have ordered it, and it probably will go through.

The plan now is to seat him the last week of the session, so that he will draw about \$360 salary and make the State pay the cost of the contest.

HEARING ON THE ANTI-POOLROOM BILL DE-

Albany, March 16 (Special).—Anthony Comstock, Killaen Van Rensselaer, Welcome G. Hitchcock and P. L. Janeway, of New-York, were in Albany to-day, to appear before the Senate Judiciary Committee in favor of the bill introduced last week by Mr. Saxton shutting up the poolrooms. Senator Saxton was called home during the session to-day by the illness of his wife, and in his absence the other members of the committee did not feel like taking up the bill. It was, therefore, agreed that there should be a public hearing on the bill next week Thursday.

MAY ADJOURN ABOUT APRIL 27.

Albany, March 16 (Special).—The Democrats in the Assembly and the Senate were to have held a cauchy this afternoon to fix the final date of adjournment. It was not held because some of the leaders thought that it would be premature to fix the date now There is much important legislation yet to be acted Taxation, rapid transit, State roads and many other matters of great consequence are yet to be voted upon. While the life of the Legi-lature lasts, also, there is hope of passing the Personal Registra tion bill. The new senator to take the place of Edward P. Hagan can hardly be seated before the questions yet to come up. It was the impression of those who favored passing an adjournment resolution now that a date somewhere between April 15 and 27 should be selected, the last-named date being most

trace of her has been discovered. She has apparently disappeared as completely as if she were a phantom ship which suddenly vanished into the air. There are few people in this city who believe that the big vessel which left Liverpool over a month ago will ever be seen in any

The ship Cyrus Wakefield, bound for San Francisco, went aground yesterday afternoon at Red Bank. She was floated in the evening and returned to Quarantine for the night.

FUNERAL SERVICES OF BENJAMIN L. BRIGG.

The funeral services of Benjamin L. Brigg, who diel on Tuesday morning, were held at the Osborne, No. 205 West Fifty-seventh-st., loat evening at 9 o'clock. The parlors and adjoining rooms of the apartments were filled with the many friends of the dead man. The rooms were simply decerated with white roses, pink carmations and smillax. The services were conducted by the Rev. Francis T. Russell, of Waterbury. Conn., an old and warm personal friend of Mr. Brigg. The Episcopal service was read, and a quartette, consisting of Mrs. Garritt Smith, Mrs. Carl Alvers, Purdon Robinson and Barcley Dunham sang. Their selection was from the Messiah, Mrs. Alvers also

The burial will be at Greenwood this

THE TOLEDO AND ANN ARBOR TROUBLE

STRIKERS REJECT THE AGREEMENT OF PRESI DENT ASHLEY AND COMMISSIONER BIREBY.

Toledo, March 16.—President Ashley, of the Am Arbor Rallway, and State Rallway Commissioner Rich by, netling on behalf of the Brotherhood of Engineer. came to an agreement to-day as to the points in a oute between the company and the strikers. decided first that no man was to be dismissed here after by the road without thirty days' notice, and that no employe should leave the company withou notice; wages of passenger engineers to be \$3.70 per 100 miles; freight engineers, \$3.50 per 100 miles; firemen, 53 per cent of engineers' pay, with over time for over fourieen hours' work, and a long list a tions of strikers who wished to re-enter the road's service would be considered in the order received, and the applicants be assigned to duty without preju This was reported to the strikers at 2 p. m. o'clock the announcement was made from the room wherein Chief Arthur and the committee were considering it, that the Brotherhood would not accept the agreement. The principal objection was that the non-union men would not be ousted. The men say that they will remain out and that all the employees in other branches of the road will go out also. The Brotherhood men on connections, finding that the not lawfully assist the strikers by boycotting, will, it is numered, go on a general strike. Chief Arthur is much

put but and serious trouble is anticipated.

Owosso, Mich., March 16.—The Toledo and Ang Arbor track, north of Owosso, is cleared once more Occasional freight trains are running, and boats are now running between Frankfort and Kewaunee, The officials say that all trains will be running soon, whether a settlement of the strike is made or not, as they have plenty of new men waiting. The strikers are still confident,

RAILWAY MANAGERS DISTRUSTEUL

Chicago, March 16.-Rumors are again current of inrest and agitation in ratiroad labor circles. It is said that all the employes of an extensive Wester system have made a demand for a general increase their professions of acquiescence in the decision of their employers a few days ago not to grant an increase at the present time, are holding secret med-ings. It is beheved that in view of the active prepa rations made by the railroads to fill the places of men who determined to go out, the switchmen thought it best to hoodwink the railroad officials and wait for a more opportune time to strike. It is now said that the switchmen intend to wait until after the Work's Fair is in full running order, and then, without the That the situation is considered serious by the rall gers in the Rookery Building this morning. They make no secret of the fact that they are still dismake no secret of the fact that they are the association frustful of all their employes, and say the association of general managers, which was formed some week ago, to take united action against demands that migh be presented by their employes, will not be dissolved for some time to come.

TAILORS WILL NOT STRIKE.

The strike which was threatened by the non-union ourneymen tailors in the Fastern District, Precklya, will probably be declared off. Yesterday the men asked for the aid of the union tailors, and when the matter was brought before them they decided not to support the cause. The non-union men now say they will not strike unless supported by the union men.

POLICEMEN GUARD THE REFINERIES

A number of policemen still patrol Kent-ave., Brookyn, near the big sugar refineries, to guard against any outbreak on the part of the striking longshere men. The places of the strikers have all been filled. There was some talk yesterday of the union men employed in the refinerles going out through sympathy with the strikers.

THE WELLS CITY AGAIN AFLOAT.

Seabright, N. J., March 16 .- The Bristol Line steam fog on Saturday night, was floated at 7 p. m. to-day by the big tug of the Merritt Company. A large por tion of her cargo had been lightered. This evening the I. J. Merritt was ready at high tide, and after a succession of hard pulls, drew the steemer out of the sand and then proceeded with her toward New-York. The Wells City will probably anchor at

The Yosemite Valley, the Yellowstone National Park and some other places of interest beyond the Rocky Mountains are not accessible during the winter. From May to July, however, these resorts are easily reached. Those who would like to pay a visit to those places will receive full information if they address Raymond & Whitcomb, at No. 31 East Fourieenth-st., who have arranged for tours to the Northwest, the parties to leave this city on April 24 and May 24. Special case of Pullman vestibuled sleeping and dining carriers of Pullman vestibuled sleeping and dining carriers. will be employed for the journeys on rail.

OIL PAINTINGS SOLD AT AUCTION.

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A number of modern oil paintings, made up in part from several private collections, were sold at auction has evening at the Fifth Avenue Avetion Galleries, No. 336 Fifth-ave., by Robert Somerville. A fairly large coord of buyers was present and the bidding for a few of the pictures was spirited. In all seventy-one pictures were sold the total proceeds being \$10,261, an average price of about \$145. "The Mother of Moses Parting from Her Child," a large convass by Elizabeth Gardner, brought the highest price of the evening, being knocked down for \$700. A picture of "Sheep in a Stable," by E. Verboeckhoven, sold for \$600. The best prices for the other pictures were: "The Juvenile Theatre," by Pierre Edouari Frere, \$253; "Children's Dinner," Ferdinand de Bracketer, \$310; "In the Studio," A. A. Lessel, \$310; "The Toilet of the Baby," Theophile Emmanuel Duverger, \$310; "L'Averse," George Weiss, \$300; "School Examination," Ferdinand Waldmuller, \$295; "The Happy Family," Emile Pinchart, \$280, and "The Pride of the Family," Emile Pinchart, \$280, and "The Pride of the Family," Emile Pinchart, \$280, and "The Pride of the Family," Emile Pinchart, \$280.

DEATH OF THE OLDEST WOMAN ON LONG ISLAND. Mrs. Sarah Rushmore Hicks, the oldest woman on Long Island, died at the home of her son, John D. Hicks, at Old Westbury, Wednesday night. She was 103 years old. Mrs. Hicks was born September 10, 1790, at Ceder Swamp, I. I. Her father was Stephen Rushmore, a welling Quaker. In 1810 she was married to John D. Hicks, the son of Isaac Hicks, a retired shipping merchant of New-York, and soon afterward removed to the eld homestead where she died. Mrs. Hicks enjoyed excellent health and the use of her faculties until a lew months ago, when she fell and broke a leg, since which time she has been falling. Three sons, John J., Stephen R. and Isaac Hicks survive her.

AN OLD INVENTOR DEAD

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Few people in the northern part of New-Jersey were ignorant of the existence of Jasper Smith, who was an eccentric old man, Hving in a hut on the mountain near Montana, Warren County. He was over eighty years old, and Hved a secluded life, having nothing to do with those who lived near him. He died Wednesday night, as he had lived, alone. In his earlier years he was of a mechanical turn of mind, and it is said that he invented the style of turbline water wheel now so common. He had no means of pushing his invention, and a part of capitalists obtained control of it, and made a success of the old man's work. They made large sums of motor, but the inventor did not receive his share, and his mind was the inventor did not receive his share, and his mind

RIDERS AID A CHARITY.

The annual fancy dress drail of the Central Park Right Academy took place last evening at the riding academy, in Seventh-avel, between Flifty-eighth and Fifty-nink of the proceeds of this affair are always given to sense charity. The Hebrow United Charities will receive the money this year. Those who took part in the carriers were O. W. Stiegler, Miss H. Gaylard, Miss I. Post, Mrs. J. L. Smith, W. B. A. von Klein, R. P. Deadney, It. Parlisette, jr., P. F. Schmoeller, Miss N. Meyers, Mar. P. Reno, Miss A. Remo, Miss F. Price, Mps H. Hef-heimer, Miss M. Herman, Mrs. S. Cohn, Miss E. Kostr, Miss A. Brush, Mes J. Brown, Miss B. Whitney, Miss S. Fernbach, Mrsq Taber, Mrs. D. Guggenheim, Mrs. W. B. von Klein, E. H. de Kieffer, Miss Oiga Keppler, Miss Maud Mintzer, Miss F. Tieber, Miss C. G. Davis and Miss E. Koster; The judges were Elias Rothschild, M. J. Lissauer, Carl Herrmann and Charles P. Summer.

The programme was given in the following order: Grand entree, Eu de barre, tandem evolutions, volt palledes' manoeuvre, children's quadrille, evolutions in 1886 and gallop, high school jumping.

and gallop, high school jumping.

Mr. and Mrs. James Williamson, two of the oldest inhabitants of Lyons Farms, N. J., celebrated their golden
wedding Wednesday nights, at their home. The home was
crowded with neighbors and relatives, who had called to
offer their congratulations. Many beautiful gilts were
received by the aged couple, who are enjoying excellent
health. Mr. Williamson has fer over helt a century been
the village blacksmith, and he is well known throughout
the greater part of Union County.